

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET/CONTROL - U.S. OFFICIALS ONLY

COUNTRY Hungary REPORT 25X1

SUBJECT Evaluation of the MAV Summer 1953 Time Table DATE DISTR. 4 February 1954

NO. OF PAGES 2

DATE OF INFO. REQUIREMENT NO. RD 25X1

PLACE ACQUIRED REFERENCES

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

1. New Construction.

- a. No important changes were to be found in the 1953 summer time-table as most of the double-tracking was not due for completion until the fall or early winter. It was estimated that double-tracking on the Budapest-Székesfehérvár line was to be completed by the fall of 1953.
- b. Only two crossing points appear to exist on the Hatvan-Somoskőújfalu line: these are between Selyp and Lörinc, and between Salgótarján Külső and Salgótarján.
- c. On the Kistújszász-Záhony line there is only a second rail in operation between Ebes and Debrecen.
- d. There is still no through traffic over the railroad bridge at Kisköre.

25X1

2. Stops Converted to Stations.

The stops at Balatonszabadi-Sesto and Zamárdi Felső on the Székesfehérvár-Nagykanizsa line have been enlarged and converted to stations. Trains can pass each other at both places now. There is also a crossing point for trains about 5 km. north of Nyiregyháza, on the Szerencs line, but the station at this point is not open to passenger traffic.

3. Subordination to Railroad Directorates.

There has been a redistribution of areas subordinated to the various railroad directorates, with the result that the Széged Directorate now controls the

SECRET/CONTROL - U.S. OFFICIALS ONLY

25 YEAR RE-REVIEW

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC									
-------	---	------	---	------	---	-----	---	-----	--	-----	--	--	--	--	--	--	--	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

- 2 -

Baja-Bátaszék, the Kunszentmiklos - Tass - Solt - Dunaföldvár, and the Solt - Dunapataj lines. As the result of this change, all the railroad bridges south of Szolnok, over the rivers Danube and Tisza, will in future be maintained by the Szeged Directorate. The Danube bridges in Budapest and those to the north of the city, as well as the Szolnok bridge, are maintained by the Budapest Directorate, and those at Tiszaúré and Tokaj by the Debrecen Directorate.

4. Reduction of Speed on the Budapest - Miskolc Line.

Fast trains on the above line are drawn by type 303 locomotives. When they were first put into operation on this line in 1951, the time allowance was 2 hours 45 minutes with a margin of 8 minutes. Now however the service has been retimed and takes 2 hours 58 minutes, with a margin of 11 minutes.

5. Bus Traffic.

The Hungarian State Railroad Autobus Company (Mavaut) has extended its services and has a new main office in Tatabánya. Smaller offices have been opened at Ajka, Dúdar, Ormospuszta, Tapolca, and Várpalota. The offices at Eger, Salgotarján, Szolnok, Sztalinváros and Veszprém have been enlarged into main offices. The Mavaut office in Debrecen, and the smaller ones at Kisvárd and Mátészalka have been closed, as a completely new company has started services in this area. This company, known as "Akov" (Autóközlekedési Vállalat or Company for Automobile Traffic), has principal offices in Debrecen, Kisvárd and Mátészalka. It provides services in Eastern Hungary.

SECRET/CONTROL - U.S. OFFICIALS ONLY